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1. **TIPP - Injury Prevention Counseling in the Health Care Setting – Starter Kit Available from CHEMS**

In April 1983, the American Academy of Pediatrics initiated The Injury Prevention Program – TIPP – for children from birth to 4 years of age. In October 1988 TIPP was expanded to include children from 5 to 12 years of age. In 1994 it was revised and updated to reflect the current pattern of childhood injuries.

TIPP is designed to provide a systematic method for health practitioners to counsel parents and children about adopting behaviors to prevent injuries – behaviors that are effective and capable of being accomplished by most families.

The number 1 recommendation from the report, "The Future of Children: Unintentional Injuries in Childhood," prepared by The David and Lucile Packard Foundation, Spring/Summer 2000 (complete text can be found at www.futureofchildren.org/uic/index.htm) states the following:

"Pediatricians and other health care providers should incorporate education about safety practices into routine health visits using positive behavioral counseling."

Section of Community Health & EMS (CHEMS) has purchased from AAP a supply of sample kits for TIPP titled: "A Guide To Safety Counseling in Office Practice."

Contact CHEMS at 907-465-4170 or maria_bailey@health.state.ak.us to request a sample kit.

Contact: Korie Holmes 907-747-8055 S.E. Region EMS Council or
Laura Pratt 907-747-5492 Sitka Safe Communities

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5. Snowmachine Deaths Near Record - from the February 11, 2001, Kenai Peninsula Clarion

By DAN JOLING
Associated Press Writer

ANCHORAGE -- Since 12-year-old Steven Patkotak of Barrow broke through lagoon ice and drowned Sept. 25, Alaska has averaged nearly one snowmachine death per week.

If snowmachining were an occupational hazard, its fatality rate would rank higher than commercial fishing, logging and aviation.

One out of three fatalities are juveniles, passengers or pedestrians.

When it comes to snowmachine safety, Alaska is the wild, wild West. The state has no helmet law, no required operator training, no minimum age requirement, no state speed limits, no formal trail system.

And no inclination to change.

"It's simply not a government function to legislate common sense," says state Rep. Vic Kohring, R-Wasilla, chairman of the House Transportation Committee, which would consider any legislation to regulate snowmachines.

"If someone is going to be stupid enough to drive a snowmachine into a river after drinking a bunch of alcohol, it's their own business," he said.

"How do you pass a law to have people recognize what avalanche danger is and what thin ice is?" asks Sen. Jerry Ward, R-Anchorage, Kohring's counterpart in the Senate.

Ward said there is no one-size-fits-all solution in a state where snowmachine use ranges from thrill sport to basic transportation.

Alaskans use their freedom to kill themselves on snowmachines at a per capita rate at least five times higher than any other state.

With just under 627,000 people, the death toll this winter is 19, on a pace to exceed last winter's 24. Wisconsin, with a population of 5.4 million, had 38 fatalities last year. New Hampshire, with 1.2 million people -- and strict snowmobiling laws -- had one death last year and three so far this year, including a man suspected of suffering a heart attack.

The idea that snowmachining is a safe, family sport annoys orthopedic surgeon Dr. Stephen Tower, who has studied snowmachine deaths and injuries in Alaska.

For every snowmachine death, 10 Alaskans are so badly injured they require a hospital stay, he said.

Nearly one-quarter of the injured are children under 18, often with brain or spinal damage that cannot be repaired. The slowest machines can reach freeway speeds without seat belts or roll cages. They're prone to flipping if turned suddenly. They're driven over uneven terrain, on limited-site trails.

To Tower, it's madness for parents to hand the keys of a snowmachine to children.

"I tell them, 'Do you throw them the car keys and tell them to go down to the 7-Eleven?'" Tower says. "The child would probably be ten times safer."

Kohring acknowledges the inherent dangers.

"It doesn't take a brain surgeon to realize that a snowmachine is a very dangerous piece of equipment," Kohring said.

He just does not believe it's the government's role to protect people from themselves -- or the children of those people.

"I think it's more of an issue of parents giving instructions to kids," he said.

Death by snowmachine in Alaska usually falls into three categories.

In rural communities, Alaskans drown or die of exposure. Eight have died this year when they broke through ice or drove into open water.

Eight more died because of excessive speed or losing control. Drivers hit other snowmobiles or moose. They hit light poles or curbs that threw them or their riders into unforgiving, stationary objects.

Three snowmachiners have died in avalanches. In the past, often in the spring, avalanches have killed snowmachiners engaged in highmarking: driving as far up a steep slope as possible before the angle forces the driver to turn around and head down. Avalanche experts say highmarking is inherently risky because snowmachiners approach steep slopes from the bottom with millions of pounds of snow hanging in balance above them that can be triggered by their own noise or vibration.

The Alaska Legislature is considering just one bill addressing snowmachine safety: a measure proposed by Senate Minority Leader Johnny Ellis, D-Anchorage, to require helmets for anyone under 16 who ride snowmachines or all-terrain vehicles.

He introduced the same bill last session. It didn't get a hearing, and Ellis expects fellow legislators to treat it the same this year.

"I think something would have to hit much closer to home than has yet," Ellis said. "That's exactly what we don't want to have to happen, to have personal tragedy touch anybody."

Alaskans have a mindset that when they get off the road system, they should be able to do as they please, said Col. Randy Crawford, head of the Alaska State Troopers.

"I'm one of those guys," he said. "I feel that to some degree."

But that original Alaska philosophy is not melding well with the evolution of the industry, he said.

More people are riding faster, more powerful snowmachines. Trails he used to ride 20 years ago can be traveled at twice the speed, though drivers do not have twice the skill level.

"They're riding over their head and they don't even know it," Crawford said.

Simple to operate, snowmachines are simple to crash, Crawford said. The state lacks groomed, regulated trails. Alaskans ride at high rates of speed in open country with flat light that hides gullies or other impediments.

"We ride in the dark more than anybody," he said. "There are a lot of contributing factors."

Though he's head of the agency that investigates most snowmachine deaths, Crawford does not believe there is a sweeping safety solution that will apply to every Alaska community.

"It doesn't exist for a great many issues in this state," said Crawford, who has spent significant time policing western rural villages.

"Trying to restrict a 12-year-old from using a snowmachine to go to school, or to run a trapline after school, would be a travesty," he said.

Rural legislators say their villages already lack police protection and safety laws would go unenforced.

Rep. Mary Kapsner, D-Bethel said snowmachines and all-terrain vehicles in rural areas are tools used by the young much like a tractor on a farm. She opposes age restrictions.

Children by necessity have to hunt, pack water, or empty honey buckets, and chores are made easier with a snowmachine or an all-terrain vehicle, Kapsner said.

"It's not young, pampered children doing what they want to do," said Kapsner. "It's one of the dangers of living in rural Alaska and being close to the land."

Tower would like to see Alaskans adopt and enforce laws that have saved lives in New Hampshire.

Accidents and fatalities fell when the New Hampshire Fish and Game Department enforcement division cracked down with drunk driver checkpoints and radar guns to enforce a 45 mph trail speed limit, said Sgt. Bruce Bonenfant.

New Hampshire has other laws in place: a 10 mph speed limit within 150 feet of an ice fishing shanty or parking lots; required training for children to operate snowmachines without adult supervision; 35 mph speed limits for trails within a roadway right of way.

Operators under 18 must wear a helmet. New Hampshire drivers convicted of drunk driving lose their right to operate snowmachines; snowmachine operators arrested for driving drunk lose their drivers' licenses.

Kevin Hite, president of the Alaska State Snowmobile Association, said his group opposes a mandatory helmet law.

"Helmet laws have never been proven to do anything other than put a burden on someone to buy it," Hite said.

He said the association would like to see current laws enforced, and would even back a training program for young riders. Hite said the association may propose safety measures before extreme restrictions come from another source.

Tower does not expect changes soon.

articulate, more specifically, the proper restraint device to be used by children ages 4 – 8 and weighing 40 – 80 pounds."

The report is available online at (requires Adobe Acrobat):

The report on Alaska's law is available at (requires Adobe Acrobat):

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www.unicef.org/newsline/01pr10.htm

9. Safety Standards Sought After Gun Locks Fail Test

By Caroline E. Mayer
Washington Post Staff Writer
Wednesday, February 7, 2001; Page A01

[Excerpt]

All but two of 32 models of gun locks tested recently by the government could be opened without a key, calling into question the safety of millions of devices sold as a way to prevent firearms accidents.

Because of its findings, the Consumer Product Safety Commission plans to call on the gun-lock industry today to develop safety standards to make sure locks are tested before they are sold to the public to ensure they work as advertised.

"There are 12 safety standards for every toy, but there is not one safety standard for a gun lock, even though people are depending on these to keep their kids away from guns," CPSC Chairman Ann Brown said in a telephone interview.

Full Text Link: www.washingtonpost.com/wp-dyn/articles/A35373-2001Feb6.html

10. CPSC, National Shooting Sports Foundation Announce Recall to Replace Project HomeSafe Gun Locks

Text w/ photo: www.cpsc.gov/cpscpub/prerel/prhtml01/01078.html

WASHINGTON, D.C. - In cooperation with the U.S. Consumer Product Safety Commission (CPSC), the National Shooting Sports Foundation (NSSF), of Newtown, Conn., is voluntarily recalling about 400,000 gun locks for replacement. Under certain conditions, these locks can open without the use of a key. This can give unauthorized access to a firearm.

The NSSF and its lock supplier, Adstar Inc., of Merrick, N.Y., are unaware of any instances of unauthorized access by adults or children.

The locks resemble a bicycle cable lock and have a red cable with a black padlock. Red vinyl bands around the top and bottom of the locks read, "PROJECT" and "HOMESAFE." "MADE IN CHINA" and "30mm" are imprinted on the bottom of the locks. The gun locks were distributed in clear plastic cylinders with Project HomeSafe literature.

The gun locks were distributed nationwide by NSSF as part of its Project HomeSafe Campaign for safe firearm storage. Law enforcement agencies distributed the gun locks free of charge from September 1999 through October 2000.

Recipients of the Project HomeSafe gun locks should call (800) 726-6444 anytime to receive a free replacement gun lock. Until the replacement gun lock is received, keep the original Project HomeSafe lock installed on the firearm. Consumers are reminded to never put a gun lock on a loaded gun, and to take extra precautions to make sure the gun is secure to keep kids safe.

Consumers should stop using the bicycles immediately, and return them to the store where purchased for a free repair. For more information, call Seattle Bike Supply at (800) 283-2453 anytime, or write to Seattle Bike Supply, 7620 S. 192nd, Kent, WA 98032.

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### **13. CPSC, Kolcraft Announce Recall of Tot Rider Walkers**

Text w/ photo: [www.cpsc.gov/cpscpub/prerel/prhtml01/01076.html](http://www.cpsc.gov/cpscpub/prerel/prhtml01/01076.html)

WASHINGTON, D.C. - In cooperation with the U.S. Consumer Product Safety Commission (CPSC), Kolcraft® Enterprises, Inc., of Chicago, Ill., is voluntarily recalling about 3,356 Tot Rider walkers. The cover on the walker's removable music center can break off, allowing small parts to fall from the product, creating a potential choking hazard to young children.

Kolcraft has not received any reports of injuries. This recall is being conducted to prevent the possibility of injuries.

The recalled walker was manufactured from February 2000 through August 2000, and has a model number of 14302. The model number and manufacturing date can be found on the base of the walker. "Tot Rider®," "Music Center," and "Kolcraft®" appear on the front of the walker. The music center, which is removable, has a steering wheel, gear shift, buttons, and a speaker which plays music.

Mass merchandise and juvenile products stores nationwide sold these walkers from February 2000 to January 2001 for between \$40 and \$50.

Consumers should remove the music center and call Kolcraft to receive a free replacement tray. Consumers can contact Kolcraft toll-free at (800) 453-7673 between 8 a.m. and 4:45 p.m. ET Monday through Friday.

Kolcraft® Tot Riders with model number 14303 are not recalled.

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14. CPSC, Playskool Announce Recall to Replace Certain "Busy School Bus" Toys

Text w/ photo: www.cpsc.gov/cpscpub/prerel/prhtml01/01070.html

WASHINGTON, D.C. - In cooperation with the U.S. Consumer Product Safety Commission (CPSC), Playskool, of Pawtucket, R.I., is voluntarily recalling to replace about 12,500 Busy School Bus toys. On certain units, the yellow "awning" piece above the bus' door can break loose, posing a choking hazard to young children.

Playskool has received five reports of the yellow awning piece breaking loose. No injuries were reported.

Only item number 5527 toys with date codes 91671 through 91883 are being recalled to replace. The item number and date code are printed on the bottom of the toy. A yellow Playskool logo is imprinted on one side and "MADE IN CHINA" imprinted on the bottom.

Playskool's Busy School Bus toy is an 8-1/2 inch-long yellow plastic school bus-shaped toy with a carry handle and blue wheels. The front of the Busy School Bus toy has a smiling face and a male figure that moves up and down when a child rolls the toy. A bell rings when the toy is rolled and when the sliding red stop sign is moved back and forth. One side of the toy features a green

door with a red Playskool logo and a yellow awning piece. When the door is opened, a decal of a child with animals is revealed.

Mass merchandise and toy stores sold these toys nationwide for about \$10. The toys were sold from June 1999 through January 2001.

Consumers should take these toys away from young children immediately, and contact Playskool at (888) 510-1561 or visit their web site at <http://www.hasbro.com/consumer/safety.html> to receive a free toy of equal value.

Busy School Bus toys, with item number 5527 but with date codes lower than 91671 or higher than 91883 are not part of this recall to replace program.

This message has been compiled and sent to subscribers of the AK-Prev, AHELP, AK-EMSC list-serves by the Section of Community Health & EMS (CHEMS), Alaska Division of Public Health. It has also been sent as a "bcc" to others in Alaska including Public Health Centers, SAFE KIDS coalitions, Native Health organizations, Alaska Injury Prevention Center, and regional EMS Councils and Coordinators who may be interested and active in injury prevention and health promotion. The purpose is to share resources, breaking news, training opportunities, product recalls, and opinion to help prevent injuries to Alaskans. Feedback and contributions are encouraged.

link for the AK-Prev & AK-EMSC list-serve: http://chems.alaska.gov/ems_list_servers.htm

link for the AHELP list-serve: <http://www.auroraweb.com/ahec/>
